



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Planning Committee

DATE: September 4, 2009

FR: Advisory Council and Elderly and Disabled Advisory Committee

RE: Recommendations for TLC 2.0 Program

MTC's Advisory Council includes representatives from a range of interests, including business, environmental, labor, community, academia, transportation system users, as well as representatives from MTC's Minority Citizens Advisory Committee and Elderly and Disabled Advisory Committee. For the past two years, the Advisory Council has been carrying out its work in part via various subcommittees dedicated to in-depth study of specific regional transportation issues. Two of these subcommittees have developed recommendations related to the TLC 2.0 program.

TLC 2.0 Recommendations

Via the Land Use Subcommittee, in August 2009 the Advisory Council adopted the following two recommendations:

1. *That TLC 2.0 Grant Program be budgeted in the next round of STP/CMAQ Cycle for \$60 million per year for a six-year budget of \$360 million.*
2. *That the TLC 2.0 Grant Program be allocated in sums not less than \$2.0 million per grantee project and be targeted exclusively at projects located within FOCUS Priority Development Areas with an emphasis on promoting walkability and universal accessibility and that demonstrate an increase in public transit ridership.*

Improve Economic Analyses

In September 2008, the Advisory Council's Transportation Economics and Pricing Subcommittee developed a set of recommendations intended to "move pricing reform toward greater political feasibility," which were adopted by the Advisory Council. Two of these recommendations offer relevant context to additional recommendations the Advisory Council will deliberate on September 9, 2009 - specifically regarding the proposed parking element of the TLC 2.0 guidelines:

1. *That MTC create an economics program to develop better analysis aimed at policy implementation.*
2. *That MTC develop an economic model for transportation pricing reforms (e.g., are parking garages the best investment in certain circumstances?). This model would be based on full market pricing: the usual monetary capital and operating costs, and also non-monetized external costs of greenhouse gases, other pollution and waste, health and accidents, and nature services.*

Accessibility and Inhabitability in TOD

EDAC recommends Commission consideration of proposed policies regarding accessibility in TOD developments as outlined in the attached summary.

The chairs of the Land Use Subcommittee and the Transportation Economics and Pricing Subcommittee will attend your September 11 meeting to present further information on these recommendations on behalf of the Advisory Council.

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